

New York Wing, Civil Air Patrol
Capt George Noren, CAP/DOV
April 2006

DOV Guideline

For: All NYW Check & Instructor Pilots; Unit CCs & DOs

Subject: **Cadet Orientation Pilot Endorsements**

Ref: Cadet Orientation Flight Syllabus, CAPP 52-7, 1 Oct. 2001

A new Cadet Orientation Flight Syllabus issued 1 Oct 2001 and places new demands on the Cadet Orientation Pilot. To maintain flight safety, it is prudent we reexamine NYW Check Pilot Cadet Orientation Pilot endorsement criteria.

Note these syllabi **expect the check pilot and cadet orientation pilot applicant to be familiar with the Cadet Aerospace Dimensions Modules - 1: Introduction to Flight; 2: Aircraft Systems & Airports; and 3: Air Environment. (Be sure you have a copy available)*

NYW CAP check pilots should not initial the **“Has demonstrated proficiency required to be a cadet orientation pilot”** on the reverse side of CAPF-5 unless they are completely assured that CAPP 52-7 Syllabus #8, Powered Flight Three, *Advanced powered flight maneuvers* have been proficiently demonstrated, and can be applied by the pilot applicant. This assurance must include the required understanding and discussion of the aerodynamics of: climbing turns; slow flight and MCA minimum controllable airspeed, stall recognition and recovery (imminent stall), medium and steep bank turns, load factors, ground reference maneuvers used in search activities, spins and spin recovery techniques. Back seat passengers are not allowed during stall demonstrations.

CAPP 52-7, 1 OCTOBER 2001 (Extract from “Flight Requirements”, pg 2)

Every flight will conform to the syllabus and be consistent with safety, aircraft/ aircrew capabilities, and available resources. Cadet orientation flights will only be conducted in daylight and in visual meteorological conditions (VMC). All flight altitudes mentioned are AGL.

The pilot of powered aircraft will occupy the left front seat. The pilot of glider aircraft will occupy the rear seat, proficiency permitting (or the left seat of gliders that have side-by-side seating). Pilots will not perform extreme maneuvers, aerobatic maneuvers, spins or emergency procedures (unless, of course, there's an emergency). Cadets are encouraged to handle the flight controls except during the critical phases of the flight (take-off and landing or in an emergency)

PILOT REQUIREMENTS

It is the responsibility of the pilot to carefully brief all cadets on the proper ways to operate around aircraft. The pilot is the one who certifies completion of the cadets' syllabus rides. At all times, SAFETY is the overriding concern. Pilots need to be familiar with and use the cadet Aerospace Dimensions modules as part of their orientation flight. Specific modules are mentioned with each syllabus flight.